

EHDC Large Development Sites Consultation Proposed Response

1: Do you have any comments on the proposed uses?

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2: What infrastructure is required to support the proposal and when? This could be on or off-site provision.

The proposal would require improved transport and pedestrian access, including the provision of public transport.

3: Do you know of any other constraints to developing the site? Please provide detail and evidence.

Access to Liphook from the proposed site is via two pinch points either over a narrow railway bridge on Midhurst Road or under a railway bridge with restricted height and a sharp bend on Haslemere Road. A significant volume of traffic would use Devils Lane which has poor access on to Haslemere Road. Some of the proposed internal routes are sunken lanes and designated SINC sites and development would change the character of this area.

Although strategically Liphook has access to a railway station and the A3, in practice this is extremely constrained by limited parking, narrow rural roads and pinch points, and ultimately all traffic has to pass through the conservation area of The Square which has 5 arterial roads leading through it and becomes heavily congested during peak travel times. Over-emphasis has been placed on the proposed site's proximity to the railway station, however a significant number of commuters travel by road and will need access to the A3 which means traversing The Square.

Currently there are only about 250 dwellings on this side of the railway line, a significant proportion of which are extremely low density. An additional 600 homes of high density would completely change the character of the rural edge of the settlement.

The proposed SANG lies within the South Downs National Park. It is known locally as the bomb pits and has a BOAT leading to it on the northern section, heavily used by off road vehicles which have created deep ruts and ponds making this section unpleasant for quiet pedestrian access.

Although the proposed SANG is in relatively close proximity to the proposed development site, it is accessed via a T-junction with no footpaths and poor visibility. Vehicles entering Liphook on Midhurst Road travel at speed as it is outside the speed restriction zone and there is therefore a high perceived risk factor for pedestrian crossing. The proposed SANG has no designated car parking but it is edged by the Sussex Border Path to the east. This could attract unmonitored vehicles on a key footpath in the South Downs National Park.

4: What opportunities and/or benefits do you think the proposal could bring. Please explain how.

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5: What are the cross-boundary considerations and the potential implications? How can they be overcome?

Highfield Lane falls within West Sussex County Council and South Downs National Park. This will create complexities for improving access and managing any other highways issues. A section of the proposed site falls within South Downs National Park which will create planning constraints.

The site promoters consider their proposal to be deliverable within the Local Plan period up to 2036.

6: Is there any reason that this is not achievable?

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7: Is there any other Large Development Site that could deliver over 600 homes and other supporting uses by 2036, that is not included in this consultation?

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8: Do you have any comments on the assessment of Large Development Sites, as set out in the Council's background paper?

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9: Do you have any comments on the relationship between Large Development Sites and the draft Local Plan (2017-2036), particularly in relation to what other policies and proposals the draft Local Plan should contain?

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10: Is there any feedback you would like to give us about this consultation?

There has been no local consultation drop in event which has made it difficult for some residents to attend an event.